

Montana and the Sky



Vol. 40, No. 7

MONTANA AERONAUTICS DIVISION

July 1989

AVIATION POSTER CONTEST WINNERS COME TO HELENA

The Montana Aeronautics Division announces winners of the 1989 Aviation Awareness Poster Contest. They are: Thomas Swan, Choteau, Category I (Grades 1 - 4); Rebekka Walsten, Kalispell, Category II (Grades 5 - 8); and Justin Sands, Columbia Falls, Category III (Grades 9 - 12).



Justin Sands is presented with his airline ticket by Bill Schuyler (left) and Gordon Brandes.

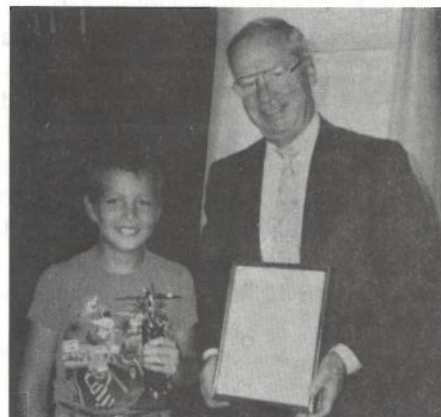
As winners in the first two categories, Swan and Walsten each received a framed certificate of achievement along with an engraved trophy.

As winner of Category III, Sands is the recipient of tuition to the annual Experimental Aircraft Association Air Academy. Tuition was provided through contributions from Montana's aviation community collected during the annual Montana Aviation Conference. The amount collected was supplemented from the Montana Aeronautics Division's scholarship fund. Sands also received a free round-trip airline ticket to the Academy courtesy of Northwest Airlink and Northwest Airlines.

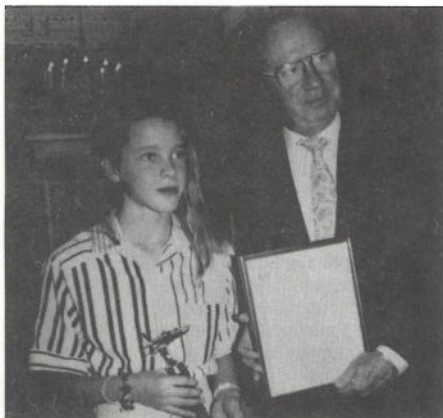
Winners, accompanied by a family member, were flown to Helena on July 11 by the Division for a special awards presentation with Governor Stephens. Bill Schuyler, vice president for marketing, Northwest Airlink, and Gordon Brandes, district sales manager for Northwest Airlines, made the presentation of the airline ticket. Also present at the awards ceremony were Mike Letson, director of the

Montana Department of Commerce, parents of the winners, and Division staff.

The purpose of the annual Aviation Awareness Poster Contest is to make students aware that there are career opportunities in the field of aviation/aerospace and to broaden their awareness of the importance of aviation/aerospace.



Thomas Swan, Category I winner, with Governor Stephens.



Rebekka Walsten, winner of Category II, receives her certificate and trophy from Governor Stephens.



Pictured at the awards ceremony are (from left): Department of Commerce Director Mike Letson; Bill Schuyler, vice president for marketing at Northwest Airlink; Justin Sands; Governor Stephens; and Gordon Brandes, district sales manager of Northwest Airlines.

Administrator's Column

Aviation Trust Fund Tampering Efforts Continue. In the May issue of *Montana and the Sky*, I talked about the Administration's attempts to repeal the "trigger tax" provision in the current Airport Improvement Program (AIP) act. The Ways and Means Committee has made two proposals: 1) to suspend the "trigger tax" provision and 2) to place about \$976 million of aviation user trust fund money in the general fund. The trigger tax was specifically included in the act to assure that the aviation users tax money be spent for the purposes for which collected and, if the money is not spent for these purposes, then the taxes would be reduced. This is the way it should be! To place any of the Aviation Users Trust Fund money in the general fund is a breach of promise as well as a violation of the intent of the act. The fact is that the money has not been spent for the purposes for which collected. Now they are faced with triggering a reduction of taxes which they do not want to see as it will "falsely" reflect on the overall federal deficit - the main reason that the Aviation Users Trust Fund money is being held hostage. If you have strong feelings over this issue, contact your Montana Congressional delegation and let them know how you feel.

FAA Extends Deadline for Mode S Transponders. In response to a petition filed by the Aircraft Owners and Pilots Association, the Experimental Aircraft Association, and the Helicopter Association International requesting an indefinite extension beyond the January 1, 1992 deadline, the FAA has agreed to only give a six-month extension until July 1, 1992. This extension is conditional upon only allowing installations of Mode C transponders manufactured prior to January 1, 1991 (instead of January 1, 1990). The manufacturers of Mode S transponders have reported that they will not be able to supply sufficient numbers of these Mode S transponders until about mid-1992. There has been a growing concern that under the old rule an aircraft owner not having a transponder which was manufactured prior to January 1, 1990, would not be able to install one until the Mode S transponders became available.

FAA Responds Favorably to New Approach to Enforcement. In last month's issue of *Montana and the Sky*, I wrote about the FAA requesting recommendations from a panel made up of general aviation groups. I am pleased to report that the FAA has responded favorably to some of the recommendations received from the General Aviation Regulatory Compliance Panel. Field office level inspectors will be given more discretion in selecting appropriate actions and remedial training will be recommended for certain types of violations at the prerogative of the inspector. It is my opinion and obviously that of most, including the FAA, that education and counseling may be the most effective method in achieving compliance. I wish to compliment the FAA for seeking input from the aviation industry and for implementing some of their suggestions.



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AIR SHOW TO BE HELD AT KALISPELL

The Glacier International Air Show will be held on Sunday, July 30, at Glacier Park International Airport in Kalispell. The show is entitled "Maximum Thrust" and will be an action-packed day of viewing many static display aircraft, hot air balloons, skydiving teams, and six thrilling flying acts.

The gates open at 9:00 a.m. Tickets on show day are \$7 for adults and \$3 for children 12 and under.

The flying portion of the show features the U.S. Air Force Thunderbirds, with the program rounded out with Ron Cox and the "Green Machine," the world's fastest biplane, Team America, a three-plane precision performance group voted the favorite civilian air show act in 1988, Mike Wiegand flying his new "Cyclone" for a world rate-of-climb record, the Coors "Silver Bullet" the world's smallest aerobatic jet, the Miller "Six Pack" Skydiving Team, the "Osprey" jump team, and a demonstration of the performance of the F-15 Eagle.

The airport will have a temporary FAA control tower on Saturday, July 29, and Sunday, July 30, from 6:00 a.m. to 6:00 p.m. The local control frequency will be 126.9 VHF, and ground control will be 121.8 VHF.

The airport will be closed from 10:45 to 11:30 a.m. for the Thunderbird arrival and then will be closed again from 1:30 p.m. to 5:00 p.m. for the show. Pilots flying to Kalispell for the show can use Kalispell City Airport or, if flying to Glacier Park International, please plan to park and bring tie-downs for parking on or adjacent to Runway 11. A shuttle is planned to the other side of the field.

For information call the sponsor, Kalispell Area Chamber of Commerce, at 752-6166 or the airport at 257-5994.

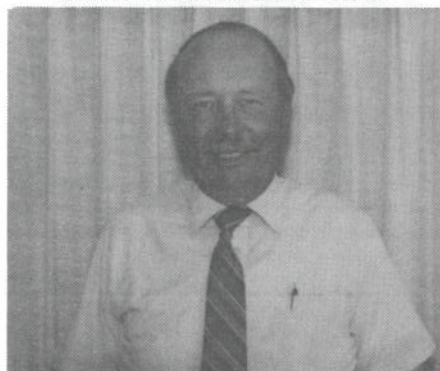
FAA ADO TO HOLD AIRPORT SEMINAR

The Helena ADO office is planning an airport construction sponsor/consultant seminar at the Colonial Inn in Helena beginning at 10:00 a.m. on Wednesday, September 20, and ending Thursday, September 21.

Presentations will be offered by the Helena ADO staff on the latest information regarding design standards, airport layout plans, property maps, DBE, and land acquisition, among others. A formal agenda will be issued in August.

Contact the Helena ADO at 449-5271 for an invitation or more information.

HELENA FSDO HIRES NEW SAFETY INSPECTOR



Ken Kantola recently joined the FAA FSDO office in Helena. He is an Aviation Safety Inspector dealing primarily with the major airlines. Kantola has 20 years' experience in the airline industry. He served for three years as an FAA inspector in the Denver Flight Standards office. Kantola holds an ATP with type ratings in DC-9, DC-8, Boeing 727, and the Boeing 707.

DIVISION AWARDS MECHANICS TOOL SCHOLARSHIP



Ed Laughlin, Polson, was recently awarded the Montana Aeronautics Division's tool scholarship. He won the award as the outstanding student in the aircraft maintenance course at the Helena Vo-Tech. The \$250 scholarship is for the purchase of tools. Laughlin is moving to the Seattle area to take a position with Boeing. Pictured above with Laughlin are Hal Keilman (left), Vo-Tech instructor, and Jerry Burrows (right), Aeronautics Division, who made the presentation to Laughlin.

CALENDAR

July 28 - Aug. 4 - EAA Fly-In Convention, Oshkosh, Wisconsin.

July 30 - Flathead Centennial Air Show, Glacier Park International Airport, Kalispell. (See story).

Aug. 4 - 6 - MAAA Antique Fly-In, Three Forks.

Aug. 8 - 13 - Air Show Canada 1989, Abbotsford, B.C.

Aug. 13 - Harlowton Boy Scout Benefit Fly-In Breakfast, 6:00 a.m. - 12:00 noon. Girl Scout Benefit Airplane Wash.

Aug. 17 - Drug Testing Seminar, Colonial Inn, Helena.

Aug. 20 - Fly-In/Breakfast, 8:00 - 12:00, Beacon Star Airfield, Frank Bass, Moore. Bass' specialty, poorboy sourdough pancakes, to be served. Cost: \$2 per plate.

Aug. 26 - Dillon Airport Dedication.

Sept. 20 - 21 - Helena ADO Sponsor/Consultant Seminar, Colonial Inn, Helena.

Sept. 22 - 24 - Mountain Search Pilot Clinic, Kalispell.

Oct. 6 - 8 - MFF Convention, Colonial Inn, Helena.

Feb. 16 - 18, 1990 - Flight Instructor Refresher Clinic, Helena.

Feb. 28 - March 3, 1990 - Montana Aviation Conference, Helena.

WISE RIVER AIRPORT OPENS

The Wise River Airport, two miles south of Wise River, has officially opened.

The runway is 4300' X 60' at an elevation of 5,840'. It is a turf strip.

A PRESIDENTIAL VISIT TRANSFORMS YELLOWSTONE AIRPORT

The visit by President George Bush to Yellowstone Airport in mid-June brought activity to that facility not seen since last summer's fire season.

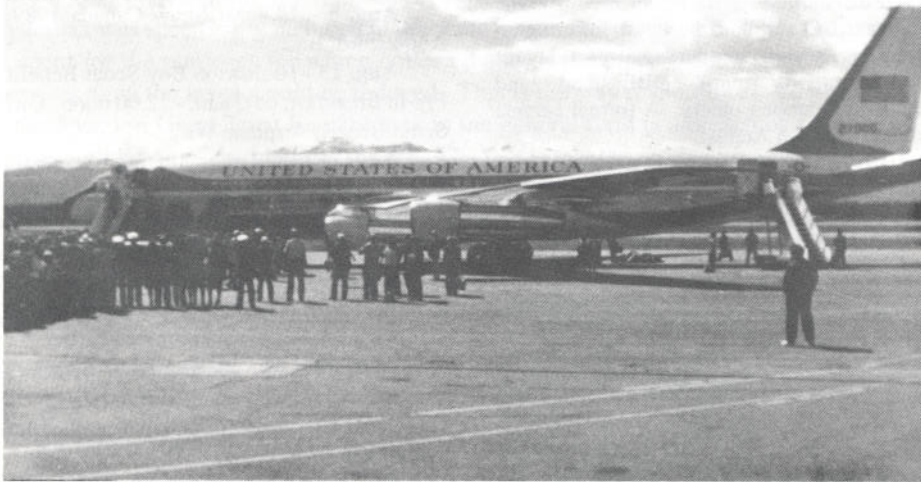
The President arrived at 4:50 p.m. on June 12. He was greeted upon arrival by

The Yellowstone Airport facilities were used to their greatest potential. The fire station was used to store presidential limousines and security vehicles as well as various military equipment. The dormitory was utilized for a communication center with equipment that

and for an x-ray type machine for examining any suspicious objects.

The various Yellowstone Airport tenants - FBO, rental car agencies, cafe, the airlines - experienced a considerable increase in business activity before and during the visit.

According to Jeff Heaney, Yellowstone Airport manager, they "were exposed to a first-rate operation, very similar to what happens in major populated cities. All in all it was a very smoothly run operation. But credit should be given to all the airport tenants as well as all the other agencies involved."



Air Force I

Governor Stephens along with Ken Davis, West Yellowstone mayor, and other dignitaries. Following his brief stop at the airport, the President toured Yellowstone and Grand Teton Parks. The following day he spoke in Jackson, Wyoming, before departing from Yellowstone Airport again at 11:00 a.m. on June 13.

Population of the airport grew greatly during the President's visit from a normal of approximately 30 to over 1,600, including two bands for entertainment.

Preparations for the President's visit began eight days prior to his arrival. Agencies involved included the Yellowstone Airport staff (Jeff Heaney and Joe Roos), U.S. Forest Service Smoke Jumpers, West Yellowstone Fire Department, Police Department, Montana Highway Patrol, and the county Sheriff's Department as well as the Secret Service, President's White House Staff, U.S. Air Force, Army, and Marines.

Military aircraft operations included two C-130s, one C-141, and three C-5s. These were used to transport personnel, communications equipment, limousines, etc. The press arrived on a 727 Pan Am charter flight. In addition to the President's helicopter, Marine I, there were four Black Hawks, four CH-53s, and two Hueys.

would link the whole visit together from West Yellowstone to the Park and on to Jackson Hole. U.S. Air Force personnel also shared the facility for a base of security planning and lodging.

Any unused office space in the terminal was used for more communications systems, briefing areas, press rooms, etc. The manager's office was set aside to be used for President Bush's office in the event it was needed. Areas were also designated for interviewing any suspected problem spectators



Marine I, the presidential helicopter, waits to take the President for the tour of the Park and on to Jackson Hole.



Part of the large crowd which greeted President Bush at the Yellowstone Airport on June 12.

AVIATION/AEROSPACE TEACHER WORKSHOPS HELD IN JUNE



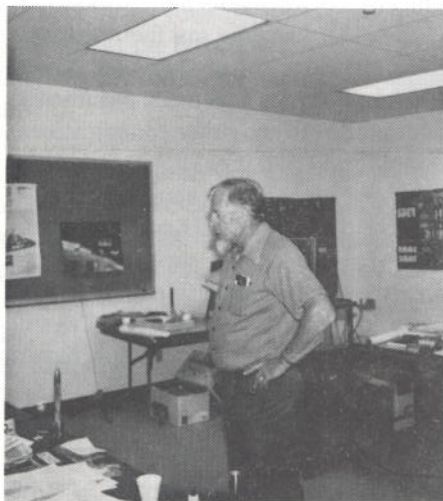
Georgia Franklin, aerospace educator from Seattle, visited all six workshops with information about NASA and the space program.



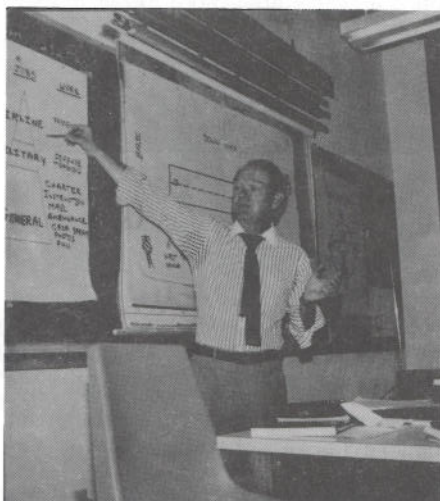
A former elementary school teacher and now aviation/aerospace education consultant, Larry Welch, Seattle, demonstrates hands-on projects for use in the classroom.



Billings teachers working on a glider project to demonstrate aerodynamics.



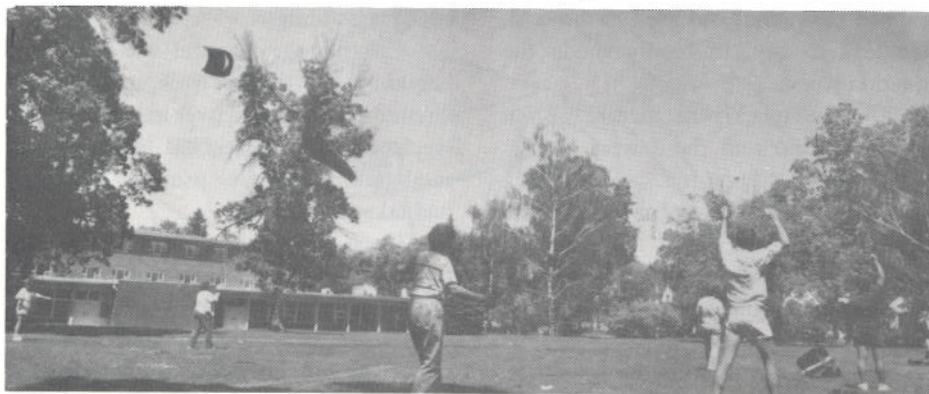
Dr. Ed Dahy, Butte, U.S. Navy, discusses educational opportunities in the services.



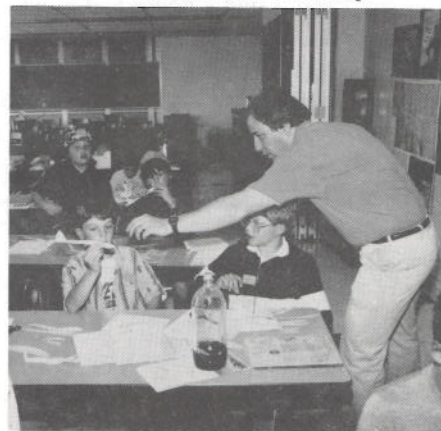
Billings CFI Gary Roam discusses career opportunities in aviation with the Billings workshop.



A model airplane enthusiast demonstrates radio controlled gliders and powered models for the Bozeman workshop.



Bozeman-area teachers try out kites they made from garbage bags with mixed success.



In addition to the Teacher Workshop, a Space Camp for young students is held on the campus of the University of Montana in Missoula. Here Larry Welch instructs some young would-be pilots in the fine art of building gliders.

PILOT SUFFERS NEAR LETHAL BURNS IN FUEL FIRE

By: Woody Franz

(The following is reprinted with permission from the January 1989 issue of Air Alaska which reprinted the article from Northern Alaskan Airmen News, November 1988, Alaska Region, FAA, Fairbanks.)

The story I'm about to relate to you needs to be published. Maybe someone's life can be saved if everyone is forewarned about the dangers of handling gasoline.

Sure we all think we know how to safely handle gasoline, but how many people have washed airplane parts in gasoline? Or grimy hands? Or use it to clean some grease off your clothes? What happened to me can happen to you!

On May 26, 1986, after enjoying a nice long weekend with my family in Tulsa, I flew from Harvey Young Airport to Mangham Airport in Fort Worth. It was Memorial Day and the flight in my Luscombe was a joy. The air was smooth and the visibility unlimited. I remember hating to put old number 1985B in the hangar because it seemed to be a perfect day for flying.

I had recently rejoined Bell Helicopter Corp. and was staying with my mother-in-law in Fort Worth until my wife and I could find a house and move back to Texas. I decided to get some fuel at the nearby service station and top off the Luscombe's tanks.

I have an auto gas STC from the Experimental Aircraft Association and had been using auto gas for several years. For the last year or so, I had been using a plastic (polyethylene) jug which would hold 16 gallons of gasoline.

The jug was rigged with a Schrader valve for applying air pressure to dispense the gas and pickup near the bottom of the tank. The dispensing hose had a ball valve at the end so the fuel could be shut off when the tank was full.

More than 400 gallons of gasoline had been transferred via this jug into the

wing tanks of my Luscombe uneventfully. The jug was always filled by means of a large funnel which was fitted with a fine mesh screen for filtering. Although this set-up appeared to be perfectly safe, in effect it was an accident waiting to happen.

At 5:30 p.m. on Memorial Day, 1986, that accident happened.

I was filling the jug and had just lifted the funnel to see if there was room for more gasoline. The jug was inside my Chevy Suburban, just behind the driver's seat (the rear seats were folded down) and I was standing at the rear passenger door on the left side.

Since the gasoline wasn't quite to the top, I added a little more to the funnel. While it was running down slowly, due to the fine mesh screen, I lightly touched the gas nozzle to the funnel to get the last few drops off and avoid spilling.

Suddenly the gasoline in the funnel burst into flames. Apparently all of the conditions for generating static electric sparks were perfect and the mixture of air and gasoline vapors at the spark was ideal for combustion.

The static electricity was generated by the gasoline swirling inside the container and was discharged through the funnel to the grounded hose at the service station.

My first reaction was to get the burning funnel away from the jug containing all those gallons of gasoline. I grabbed the funnel and tried to throw it. Needless to say, this only made the situation worse.

I realized quickly that the fire was out of control and that there were flames coming up all around me. All at once I was on fire, too! I remember thinking not to inhale the flames as I ran from the concrete apron to an area of grass and dirt. I dove to the ground and rolled over and over.

The flames had engulfed my face, arms, chest and back. They couldn't be

put out by my rolling on the ground and I screamed for water. The service station attendant helped me get under the faucet on the side of the building. That put out the flames and was somewhat soothing to me. My polyester and cotton shirt had turned into burning plastic. I was conscious of all that was going on around me, but had no idea how badly I was injured.

A Care-Flight helicopter took me to Parkland Hospital in Dallas, where there is one of the best burn units in the country. Ironically I was taken in one of my company's Jet Rangers. During the flight, I was given morphine for my pain, after which I passed out. The next thing I remember is waking up nine weeks later.

During that time my family wasn't given any hope for my survival. I had developed serious infections, pneumonia, heart problems and other complications. On top of all that, my kidneys and liver failed and I was put on hemodialysis.

The doctors had no hope because no burn victim had ever survived dialysis since they first started using it in the burn center in 1956. As far as I know, I'm still the only one. The doctors and nurses called me the miracle patient.

The final tally was that I had second and third degree burns over 52 percent of my body. The blue jeans I was wearing saved my lower body (because natural fibers are more protective against fire.) My arms and hands have skin grafts from my legs and thighs.

Leaving the hospital was only the beginning. I could not walk, stand up, lift anything or even turn over in bed. The 12 weeks in bed at Parkland Hospital had rendered my muscles useless. Atrophy had taken its toll.

Once I regained consciousness my condition started improving, recovery proceeded at a fantastic rate. I am not a quitter. I worked hard with therapy, pushed myself mentally and physically and got back to work only 4 1/2 months after the accident.

I took another flight physical and have been flying the Luscombe again, including hand propping it. I soloed the Luscombe from Tulsa, where a friend had kept it for me, to its new home at Grand Prairie Airport the week after Thanksgiving. Mangham Airport had closed while I was ill.

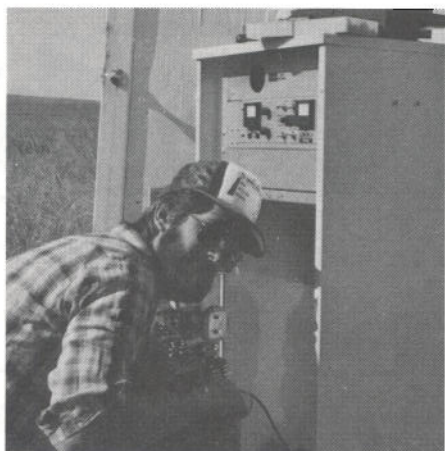
That trip from Tulsa to Texas was extremely emotional for me.

I cried a little as I flew over all the familiar landmarks and took in all the beautiful countryside. I decided that everything was going to be all right and that I would be able to do all the things that I could do before that terrible day in May.

I would like to say to any pilots who in the interest of economy are transporting auto gas to their aircraft or contemplating doing so, that the few pennies saved cannot possibly offset the risk of severe injury or losing your life. Please purchase your fuel at the airport where they have the proper facilities for handling it. I do now!

The FAA notes that while the above article refers specifically to the use of auto gas, the static discharge hazard is just as great with av gas. Portable fuel can refueling must be done with care. Insure that all fueling sources are properly grounded.

NDBs UPDATED



As part of an ongoing program by the Aeronautics Division to upgrade NDBs from the old tube-type to solid state equipment, Mike Rogan of the Division staff sets up a new transmitter at Glendive.



Bob Brenner, NDB technician at Glendive, tunes up the new transmitter. Local technicians maintain the NDBs in between Division visits to the site.

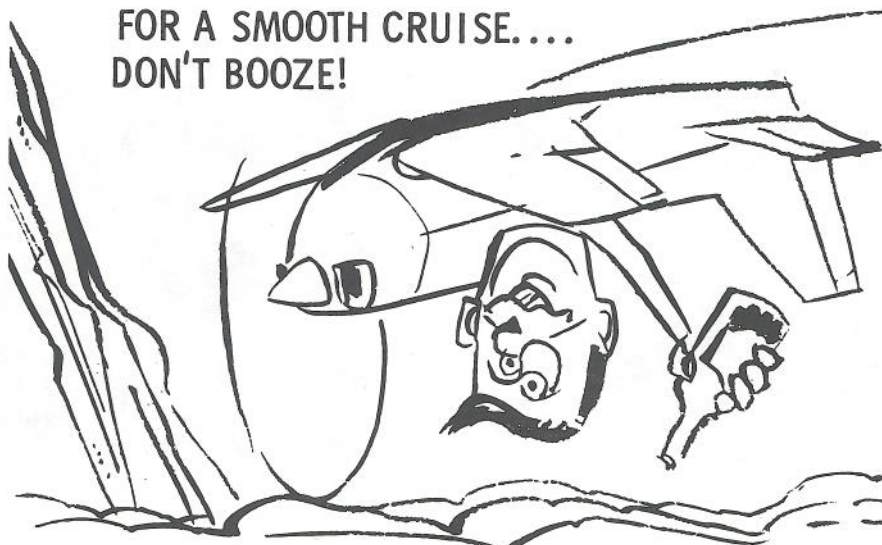


Lloyd Scoles (left) and Jerry Burrows of the Division install a new transmitter at Sidney. New transmitters were also installed at Wolf Point and West Yellowstone.

HAZARDOUS THOUGHT PATTERNS THAT CAN LEAD TO ACCIDENTS

1. Anti-authority - "What right does that guy have to tell me what to do?"
2. Invulnerability - "That might happen to those other guys, but it could never happen to me!"
3. Impulsiveness - "lets' just hop in and go - we can check the weather enroute."
4. Macho - "I'm tough and brave enough to handle anything that comes along."
5. Destiny - "It really doesn't matter what I do or how I do it, it's all been predestined anyway and when my time is up. it's up!"

FOR A SMOOTH CRUISE....
DON'T BOOZE!



2 OZ. BOOZE AT 15,000'
EQUALS 6 OZ. BOOZE
AT SEA LEVEL...SO:
THE HIGHER YOU GET..
"THE HIGHER YOU GET".

SEE

1. AIRMAN'S INFORMATION MANUAL, "MEDICAL FACTS FOR PILOTS".
2. FEDERAL AVIATION REGULATIONS, PART 91.11.

FAA ISSUES CERTIFICATES

PRIVATE

Joel Hoogerbeets Polson
 John Dettwiler Columbia Falls
 Robert Jackson Bozeman
 Michael Lyngholm Dillon
 Max Murphy Wolf Creek
 Herbert Barr Great Falls
 Michael Beavers Great Falls
 Randy Barrett Helena
 Charles Fellows Choteau
 Johnny France Ennis
 Shannon Meckler Stevensville
 Robert Graham Billings
 Theodore Iverson Billings
 Brendan McCormick Billings
 Rue Liggett Billings

PRIVATE - MULTIENGINE

George Wood Libby

COMMERCIAL

Stanley Monger Belgrade

COMMERCIAL - MULTIENGINE

David Forestieri Whitefish
 Robert Groom Libby
 Richard Bowers Red Lodge
 John Purlee Billings

INSTRUMENT

John Purlee Billings
 James O'Hara Fort Benton
 Richard Hulla Missoula

INSTRUCTOR

David Creed Bozeman

INSTRUCTOR RENEW/REINSTATE

Earl Norcutt Billings
 Mohamed Khalifa Billings
 Scott Keller Kalispell
 Myron Strand Kalispell
 Daniel Darkenwald Billings
 Brian Schwend Forsyth
 Wayne Cavill Ryegate
 William West Helena

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PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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